

Amendments to the Specification:

Page 1, line 4, please replace the paragraph in the section entitled: CROSS-REFERENCE TO RELATED APPLICATIONS with the following amended paragraph:

This application claims priority to provisional application No. 60/293,613, filed May 25, 2001, the disclosure of which is incorporated by reference herein and made a part of this disclosure[[. This application]] and is a continuation-in-part of copending application No. 09/493,628, filed January 28, 2000, now U.S. Patent No. 6,458,724 B1, which is a continuation-in-part of application No. 09/327,243, filed June 7, 1999, now patent No. 6,239,046 B1, and application No. 09/327,244, also filed June 7, 1999, now abandoned in favor of continuation application No. 09/956,639, filed September 19, 2001, published February 21, 2002 as Publication No. 2002/0022420 A1 [[. This]] ; this application 09/921,979 is also a continuation-in-part of application No. 09/327,245, filed June 7, 1999, now abandoned in favor of co-pending continuation application No. 09/956,640, filed September 19, 2001, published December 12, 2002 as Publication No. 2002/0187696 A1. All of these applications are fully incorporated by reference herein and made a part of this disclosure.

Please replace the paragraph at page 5, line 1 -page 6, line 2, with the following amended paragraph:

Typically, an air bag is constructed by joining two or more woven textile fabrics, each of which has been pre-coated with a sealing material to maintain air pressure when the bag is inflated. The pre-coated fabric is configured to the desired shape as, for

example, by cutting, and the separate pieces are then sewn or welded together. Frequently, they are both sewn and welded for strength and air holding purposes. Air holding capability in vehicle restraint devices has been accomplished through the application of coatings such as chloroprene and silicone rubber to a textile fabric (e.g., nylon). Menzel, U.S. Patent No. 5,110,666 discloses a woven nylon fabric coated with polyurethane to provide the desired permeability and retention of inflation gas. Improved polyurethane, acrylic, polyamide, and silicone coatings that are coated in layers on the fabrics have recently been developed. It has been found that adhesion and heat sealing characteristics are greatly improved with such layered coatings. Examples of such coated fabrics and methods of coating such fabrics are disclosed in commonly assigned abandoned applications Nos. 09/327,244 and 09/327,245, filed June 7, 1999, and U.S. patent No. 6,239,046, issued May 29, 2001, the disclosures of which are incorporated herein by reference and made a part of this disclosure. Another example of a greatly improved bonding system is a polyurethane epoxy resin and polysiloxane beaded heat seal, which is disclosed in copending commonly assigned application no. 09/452,030, filed November 30, 1999, now U.S. Patent No. 6,350,709 B1, which is incorporated herein by reference and made a part of this disclosure. Further developments in air bag technology are disclosed in commonly assigned copending applications, No. 09/459,768, filed December 13, 1999, now abandoned, in which the inflatable safety device incorporates connective tethers within the restraint device to provide structural support and stiffening when it is inflated, and No. 09/572,176, filed May 17, 2000, which relates to a sewn fusion seal process for producing air holding vehicle restraint systems such as those disclosed herein, both of which are incorporated herein by reference and made a part of this disclosure.

Appln. No. 09/921,979
AMENDMENT AND ACCOMPANYING TERMINAL DISCLAIMER
Docket No. BRAD-108A

Amendment to the Abstract of the Disclosure:

Please cancel the previous Abstract of the Disclosure and substitute the attached new Abstract of the Disclosure which is attached following page 7 of this paper.